

## RECEIVERS NAMED FOR MILLS & GIBB

Attorney Calls Measure a Precaution to Prevent Hostile Suits.

## PRESIDENT'S FORTUNE MAY GO FOR NOTES

Friend Says Evans Is Ready to Use Real Estate to Pay \$2,100,000 Paper He Signed.

Receivers for Mills & Gibb, the \$2,100,000 white goods importing firm, were appointed yesterday by Judge Julius M. Mayer in the Federal District Court. They are Joseph B. Martindale, president of the Chemical National Bank and chairman of the committee of bankers and merchants formed Thursday to supervise the firm's affairs, and J. Harper Poor, of Amory Brown & Company, drygoods commission merchants, at 33 Thomas Street. Each will be placed under a \$50,000 bond.

Coinciding with the appointment of the receivers, it was intimated that the personal fortune of William T. Evans, president of Mills & Gibb, probably would be affected materially by the financial difficulties of his firm. Most of the \$2,100,000 outstanding notes of the concern bear Mr. Evans's personal indorsement. It is now thought that the three twelve-story buildings on Fourth Avenue he purchased during the last year will be sacrificed to these indebtednesses.

Says Evans Is Ready to Act.

"When Mr. Evans put his name on these notes he meant to stand by his signature," a friend of the dry goods dealer said yesterday. "In all probability, some of his extensive real estate holdings will have to be sold. If this step is necessary, Mr. Evans will not hesitate to take it."

Obviously, the receivership application brought before Judge Mayer was made by Henry W. Chapman, a creditor with a claim of \$5,000 for money loaned to the embarrassed firm. In reality, the application represents the decision of the committee of bankers and merchants interested in the firm's affairs, which held its first meeting at the Chemical National Bank yesterday morning.

The creditors' committee believes that Mills & Gibb is solvent, and that its business can be conducted at a profit under a receivership. The complaint filed yesterday says that the firm's business and collections are good, but that the corporation has assets in excess of its liabilities, but is temporarily embarrassed financially. The receivership suit was instituted to forestall bankruptcy suits that might be brought by smaller creditors, which would materially affect the assets of the firm.

Malcolm R. Lawrence, who appeared as attorney for Mills & Gibb at the receivership proceedings, said last evening: "So far as there can be such a thing, the appointment of receivers of the property of Mills & Gibb is what may be called a friendly receivership; that is, it was not caused by the commencement of any suit or hostile proceedings against the company."

Receivership a Precaution. "The committee appointed yesterday deemed it wise that certain of their number be appointed receivers to be in a better position to protect all interests. The board of directors readily acquiesced in their conclusion, the object being to strengthen the hands of the committee and to protect it against interference."

Mr. Lawrence estimated the firm's indebtedness on merchandise at \$400,000. An air of optimism was evident yesterday among the creditors of Mills & Gibb. None seemed to believe that the firm would become insolvent, and all thought it would pay out on a 100 per

cent basis. The figures now being compiled by the expert accountants who examined the concern's books will not be submitted to the creditors' committee until early next week. Until these figures have been carefully studied, no definite plans for reorganization will be attempted. The figures, it is said, will show the true state of the firm's financial affairs.

Until Monday of this week, note brokers said, Mills & Gibb paper sold as freely as that of any other concern. The real crisis in the company's affairs came when note brokers, failing in their demand for payment of outstanding notes, found Mills & Gibb had overextended its credit considerably, and lacked ready cash.

Extreme conservatism in Mills & Gibb's business methods was one reason experts gave for its present embarrassment. It was said Mr. Evans had refused many good accounts, and that the business methods under which the company was conducted were not as modern as those employed by some competitors.

## 18 WOMEN VICTIMS OF AUSTRIAN BLUEBEARD

Decoyed by Advertisements, Robbed, Then Murdered.

Budapest, May 12.—Further official investigation into the case of the modern Bluebeard in the village of Cinkota, who was known as Bela Kiss, shows that the man made a practice for years of decoying women by marriage advertisements, securing their money on marriage promises and then murdering them.

The police have a record of eighteen women with whom Kiss was at various times associated. Eight have long been reported missing, while the ten others have not yet been found. In the house he had occupied were discovered packages of love letters from all parts of the world, including the United States.

Four of seven sealed leaden cases found in the dwelling were opened. Three contained the bodies of strangled women, while in the fourth were seven women's dresses. One was identified as belonging to a young woman who had been missing for ten years.

There appears to be no doubt that Kiss died at Vukovo, Serbia, as previously reported. Although he rarely worked, he spent money so generously that he was known generally as "The American Uncle."

## ONLY ONE BID FOR AERO MAIL ROUTES IN ALASKA

Plants Tied Up by War—\$45,500 a Year Asked.

Washington, May 12.—Opening of bids to-day at the Postoffice Department for aeroplane mail service on seven routes in Alaska and one in Massachusetts developed only one bidder. D. L. Byers, of Iditarod, Alaska, offered to undertake service for a year between Seward and Iditarod, a distance of 340 miles, for \$45,500. The department will consider its acceptance.

Department officials attribute the lack of bids to the fact that American aeroplane manufacturers are busy on contracts for the European belligerents and most of them have sold their products far in advance. The department has learned, it was said to-day, that some manufacturers will consider the aero mail routes later, and another call for bids probably will be issued.

The seven Alaskan routes proposed would cover much of the territory. The cost of overland transportation on most of them is high, in some instances as much as \$100,000 a year. The Seward-Iditarod route costs now \$22,865. The Massachusetts route, which bids were asked for from New Bedford to Nantucket, its cost to the government now is \$23,000 a year.

## BOOM EDGE FOR GOVERNOR

111 N. J. Leaders Say He'll Make Better Run Than Colgate.

Paterson, May 12.—One hundred and eleven Republican leaders, of eleven counties in Northern New Jersey, met in the Hotel Manhattan, here, to discuss the case of Governor Edward J. Hughes, and to decide to support State Senator Walter E. Edge for the Republican nomination for Governor of New Jersey.

The meeting was presided over by Mayor Amos H. Radcliffe. The delegates present thought that Edge would make a better run than Colonel Austen Colgate, who has also been prominently mentioned for the office.

## GILLIGAN'S BODY TO BE EXHUMED

Prisoner's Husband Died in February, 1914; Buried in April.

## GOVERNOR MAY AID THE INVESTIGATION

Reward for Solution of Case Expected—Counsel Here Sure of Exonerating Her.

[By Telegraph to The Tribune.] Windsor Locks, Conn., May 12.—Some time tonight one more grave will be opened here in a search for further evidence of poisoning to be used in prosecuting Mrs. Amy E. Archer Gilligan, head of the old peoples' home at Windsor, who is under arrest on a charge of murdering an inmate of the home.

The body of Michael W. Gilligan, second husband of the accused woman, will be taken from its grave and examined for traces of the poison which it is believed caused the death of at least one of the aged charges in Mrs. Gilligan's institution.

This information, coming close on a report that Governor Holcomb might offer a large reward for a solution of the Gilligan mystery, has put new interest in the case. Relatives of nearly all of the forty persons who have died in the home within the last few years are seeking further information about the death of those they believed were getting the best of care.

"W. J. Burns" Arrives.

To add to the mystery, Benedict M. Holden, attorney for Mrs. Gilligan, left to-day for New York, refusing to say what his mission might be. At the same time a man appeared at a Hartford hotel and signed "W. J. Burns" New York. He stayed a few hours, then left for New Britain, the home of relatives of several inmates of the home who have died recently.

Examination of the records here has revealed what are considered discrepancies in the statements of Frank P. Smith, a Hartford undertaker, who was examined yesterday in connection with the death of Gilligan. The undertaker showed that the second husband of the woman now charged with murder had died on February 20, 1914, of valvular heart trouble. The records here show that the body was not buried until April 18 of the same year.

Sure He Will Clear Her.

Smith could not be reached to-night. Ralph Frost, another undertaker who is more or less familiar with the case, suggested that a possible solution of this seemingly long delayed case might be found in the practice of leaving bodies in a receiving vault near here before burial.

Mary Archer, the seventeen-year-old daughter of Mrs. Gilligan, discussed the case at the old peoples' home this afternoon. "I think the whole charge has been trumped up by malicious people who have disliked my mother," she said. "I have no doubt that she will be able to prove her innocence when the case comes to trial. I will remain right here until after the trial."

At the Baltimore Attorney Holden discussed the case last night, but failed to reveal the line of defense he believes will clear Mrs. Gilligan.

"I am certain she will be vindicated," he said. "I don't know how arsenic got into the body that has been examined and I don't care. Mrs. Gilligan doesn't have to explain how poison may have got there. The state never can prove that she put it there, for she didn't."

## Blind British Soldier Comes to Help Sightless Comrades



Sergeant Major Middlemiss, a victim of Gallipoli, and Mrs. Middlemiss, here to lecture for men blinded in war.

Just before dawn on the morning of Sunday, April 25, 1915, two British battalions, one naval and the other one of the twelve that had come from India with the 29th division, set out in small boats from the battleship Amethyst, lying at anchor in the Bay of Lemnos, for the Gallipoli shore. Under cover of darkness they jumped from their boats and waded ashore without being discovered by the watching Turks. Sealing the cliffs, which at this point rose a sheer 200 feet, they hid in the brush and waited for the sun to rise.

With the troops was Sergeant Major Middlemiss, fresh from four years in India, a veteran of the Boer war and the Soudan. A big, strapping man, a member of the King's Own Scottish Borderers, he guided the work of digging a temporary trench with the meagre equipment his men had been able to carry on their backs.

At daylight the Turks began their attack. The British replied with rifles and the light machine guns they had dragged up the cliff. All day long the fight went on, the Moslems advancing until they were not more than thirty or forty yards distant from the English trenches. Because of the brush they could not be seen. Outnumbered four to one, suffering heavy casualties, the Britons held their positions. Throughout the night the firing went on and the lines drew close together.

Hit by a Hand Grenade.

About 6 the next morning an exploding hand grenade, cast by a Turk, struck Sergeant Major Middlemiss a glancing blow on the right side of his head. "I'm blinded," he called to his superior and crept back through the bushes, following the path he had covered many times that night in quest of ammunition, to a spot out of range of the enemy's bullets. Here a comrade bandaged his eyes.

Feeling that Sergeant Major Middlemiss and his wife arrived in New York on board the Adriatic. He has come to this country to lecture on the tremendous number of men who have to be taught a means of support or become a burden to their countries after the war is over. He is a speech, I am going to try to tell America what a wonderful work the Blind Relief Fund is doing and how desperately such work is needed."

His proceedings under this contract until, at least, you are advised in detail by the Corporation Counsel that the contract does not contemplate an infringement of the Public Health Law."

Borough President Marks of Manhattan will soon begin the removal of the encroachments on Seventh Avenue from Thirty-third to Forty-second streets. The Board of Estimate has a resolution yesterday authorizing him to do so. The engineers report that the average of the encroachments is about five feet.

## KILPATRICK BRINGS ARMY MEN FROM CANAL

Report No Serious Trouble from Slides Since Reopening.

The United States transport Kilpatrick arrived last evening from Cristobal with eighty passengers and ninety-five soldiers from the Canal Zone. The passengers were all army men and their families, including nineteen officers. Among the troops were fifteen general prisoners on their way to the military prison at Governor's Island.

A stowaway was discovered in the hold on the first day out, during a search for Herbert Warren, of New York, a private thought to be insane. Warren was under the guard of a corporal and obtained permission to take a smoke on deck. The corporal was too seasick at the time to watch him closely, and his patient disappeared. The ship was searched rigidly four times without results. It was believed that Warren jumped or fell overboard.

Officers on board said that the canal is from 28 to 30 feet deep now, within a foot and a half of the greatest it ever attained. Although small slides occur occasionally, they said, the dredges are able to keep ahead of them. Since the reopening last month passage has not been refused to any ship.

The Kilpatrick brought 25,421 sacks of sugar, consigned by the Panama Railroad to New York firms.

## NEW GARBAGE PLAN PROTEST

Morrison Says Plant in Richmond May Infringe Upon Public Health Law.

The opposition to the erection of the city's garbage disposal plant on Staten Island took a new turn yesterday, when Acting President Morrison of Richmond Borough read a request before the Board of Estimate from the Vigilance Committee that the Corporation Counsel be instructed to look into the matter as an infringement of the Public Health Law. The request said:

"We challenge the legality of the proposed plan for garbage rendering. We warn you that in contracting for it you are violating the laws of the state. We seriously question your right as responsible officials to permit any fur-

## ADD SWANSTROM TO INQUIRY LIST

Thompson Aid Names Him in Mention of "\$500,000 Offer."

## GAYNOR QUESTION STARTLES B. R. T. HEAD

Silent When Ex-Borough President of Brooklyn Is Named—Calls P. S. C. Law "Failure."

The name of the late J. Edward Swanstrom, ex-Borough President of Brooklyn, was mentioned at the hearing of the Thompson legislative committee yesterday as the man who may have gone to Colonel Timothy S. Williams, president of the Brooklyn Rapid Transit Company, during early subway negotiations, and told him that \$500,000 might obtain the favor of "a certain city official." Colonel Williams had testified at a previous hearing that he had been approached in that manner, but declined to give the name of the man who came to him.

Colonel Williams was on the witness stand yesterday, when Frank Moss, counsel to the committee, asked him if Swanstrom was the man. The witness declined to answer.

"Mr. Williams, was it J. E. Swanstrom who spoke to you about the Mayor Gaynor matter?" asked Mr. Moss.

Somewhat taken by surprise at the directness of the question, Mr. Williams replied:

"What do you mean about Mayor Gaynor?"

Williams Won't Answer. "About the matter we had under discussion when you were here before," said Mr. Moss.

"I decline to answer," said Colonel Williams.

"Was it J. E. Swanstrom? Won't you say so?" Mr. Moss insisted.

"I prefer to make no further statement or addition to my previous testimony," the witness replied.

Mr. Swanstrom died on February 15, 1911. He was known to have been one of the closest friends of the late Mayor Gaynor. It was to Swanstrom that Mayor Gaynor wrote a lengthy letter on December 20, 1910, discussing the subway situation and declaring that he would stand for no monopoly.

Under examination by Senator Thompson, Colonel Williams had an opportunity to express his criticism of the manner in which the Public Service Commission regulated public utilities corporations.

"The principle of regulation is a good one," said the witness, "but regulation has been so poorly administered by the regulating bodies that eventually I think it will break down of its own weight."

Colonel Williams declared the Public Service Commission's law had been a "awful failure" from the point of public utility regulation. It was the present commission was expected to specialize. He said that no information about the companies under control of the commission was obtainable in private form, and that the only way to get out anything was to go to the commission itself.

Too Many Statistics.

"They will give it to you," he said, "but you will meet with such a mass of statistics that when you get the information you will need an expert accountant to interpret what it all means."

The witness emphasized the anomalous position in which the city was placed because of the fact that \$200,000 worth of city rapid transit work is controlled by a commission which is not responsible to the city and whose members are not appointed by it. The same thing will be true, he said, after the commission ceases and operation begins. In fact, he believed the situation will then be worse.

Mr. Moss questioned the B. R. T. head about the refusal of the company to pay for the use of the Centre Street loop, thereby preventing the operation of this \$800,000 tunnel which is now completed. Colonel Williams explained that so far his company had found it useful. He said that if he could get assurances from Bridge Commissioner Kracke that they could operate steel cars over Brooklyn Bridge from the loop he would be glad to take the matter up.

The witness declared that the steel cars would not be any heavier, per foot, than the wooden cars, but that they would carry double the capacity and add to the weight in that way. He said that Brooklyn Bridge would not need strengthening to accommodate the steel cars.

The committee adjourned until Monday.

## WILSON OFFERS PLUM TO NUGENT MACHINE

Despite Protests, He Appoints Moriarity Postmaster.

President Wilson has now surrendered to the Jim Nugent machine in New Jersey, which is controlled by his arch enemy, ex-United States Senator James Smith, Jr. For the last five years the Jim Nugent machine has been at loggerheads with the President. Its leaders have been saying all manner of mean things about him, and Mr. Wilson is credited with saying some rather testy things about Nugent, Smith and their well-oiled machine.

But another election is coming on, to harmony is the watchword from Washington, regardless of with whom the harmony is if votes are concerned. Since Mr. Wilson's election as President New Jersey has drifted back into the Republican column, and this has frightened his friends, who have learned from reports that it is unlikely that he will carry his home state next fall.

The President's first effort to reconcile the Jim Nugent machine was made yesterday, when he sent to the Senate the name of James D. Moriarity, chairman of Nugent's county committee, to be Postmaster of Orange.

The appointment was held up for six months, the Wilson men protesting that Moriarity's appointment would be considered an insult to them. They have filed petitions and written letters to the President urging him not to appoint Moriarity. Moriarity was appointed, nevertheless, and with only the indorsement of the Jim Nugent machine.

ADVERTISEMENT.

**KNOX HAT COMPANY**  
Incorporated  
Makers of Smart Hats For Men and Women

**PREPAREDNESS Means LIBERTY**

UPTOWN 452 Fifth Avenue at 40th St.  
DOWNTOWN 161 Broadway, Singer Bldg.

**THOMPSON JOINS 'PHONE SPY HUNT'**  
Kings Prosecutor's Friend Fears Senator's Quiz Will Bare Jury Evidence.

**SIX-HOUR DAY, FORD'S NEW PLAN**  
Minimum Wage of \$1 an Hour in Auto Plants, Part of Reported Scheme.

[By Telegraph to The Tribune.] Detroit, May 12.—A six-hour day for all workers in the Ford plants, and a minimum wage of \$1 an hour, is reported to be the latest plan of Henry Ford for bettering the conditions of his employees.

The report persists here, despite the feeble denial of F. H. Kingsmith, vice-president of the Ford Motor Company. Those conversant with Ford affairs say that a six-hour day and a minimum of \$1 an hour is very likely, but that the innovation will not be put into effect immediately.

That this was the plan of Mr. Ford was announced by several of his intimates soon after the recent announcement that he contemplated starting work on his new tractor factory and would employ 10,000 additional men.

The announcement and report have led to the filing of 75,000 applications for employment with the Ford Employment Bureau here. Thousands of letters are received daily addressed personally to Mr. Ford. These are all acknowledged by his secretary.

Unscrupulous fly-by-night real estate dealers are circulating false rumors to lure the unwary to this city. One of their latest campaigns is that Mr. Ford will issue stock in his company to employees who have been with him ten years or more.

Mr. Ford, in an address last week, warned the people of Detroit to beware of shady real estate dealers, who advertise "Ford lots" when they have nothing to sell. Many new realty firms have sprung up since the Ford tractor announcement. Property owners in the Ford district and near the proposed plants have increased rents from \$5 to \$25 a month, while hundreds of families have been unable to rent houses of any kind, and have been forced to leave the city.

Rumors of motor mergers and the daily announcements of some new firm intending to locate in Detroit have brought thousands of families to Detroit, but the lure of the Ford profit-sharing plan has been the strongest.

Nevertheless, there are few men out of work in Detroit. Hundreds of jobs for unskilled laborers are open, while the demand for skilled auto workers is increasing. The Ford tractor plant, which will be known as the Henry Ford & Son Tractor Company, will be completed by next fall, it is said. The total number of employees of the Ford company, after the completion of the tractor plant, will be about 100,000.

## Ford's 6-Hour Day Plan Revealed at Dinner Here

John R. Shillady, secretary of the Mayor's Unemployment Bureau, at the annual dinner of the Social Service League of the Church of the Messiah, Thursday night, declared that Henry Ford was planning a six-hour day, with a minimum hourly wage of \$1 for all his employees.

"The statement of Mr. Ford's plan," said Mr. Shillady, "was made to me by one of the responsible heads of the Ford company. It is Mr. Ford's plan to give all his workers at least \$1 an hour, experts, of course, to receive much more."

"The plan will be started as a straight six-hour stretch, without rest. This, however, will only be experimental."

When Gaston Plattiff, Eastern representative of Mr. Ford, was asked if the report were true, he said he would not like to discuss it.

"Will you deny it?" Mr. Plattiff was asked.

"No, I don't care to deny it," he replied.

## Workmen on Ford Building in Washington Go on Strike

[From The Tribune Bureau.] Washington, May 12.—Henry Ford, whose plant at Detroit is said to be constantly besieged by workers wanting the \$5 a day minimum, has a strike on his hands. Twenty-six bricklayers and masons on the Ford building at John Marshall Place and Pennsylvania Avenue walked out because their demand for an increase under the new union wage scale was not granted.

Representatives of the contractors said they had no notification of the scale or the demands of the men.

## MUNITIONS GO ON BALTIC

Liner Sails with 15,000 Tons—Will Carry Canadian Troops.

The steamship Baltic, of the White Star Line, sailed yesterday with a full cargo of about 15,000 tons of munitions for the Allies. She carried no passengers and will stop at Halifax to take aboard about 3,000 Canadian troops for the front.

The Baltic's cargo included 17 cases of empty projectiles, 7,410 cases of empty shells, 2,200 cases of cartridges, 1,871 cases of cartridge cases, 5,554 cases of fuses, 15 aeroplanes and parts, 32 autos, 255 cases of shotguns, 46 cases of rifles, 108 cases of firearms, 257 cases of rubber boots, 573 cases of primers and plugs and 510 bales of cotton.

**Where You Preparedness Paraders Meet To-day**

Boy Scouts of America will seek to enroll you as members of

**THE AMERICAN RED CROSS**

They will ask you to sign a blank pledging yourself to at least one \$1 membership in this wonderful relief organization.

The Red Cross needs YOU—not for active service, but to support its efforts to relieve the suffering caused not only by the possible disaster of war, but also by the inevitable disasters of peace.

YOU and YOURS may some day need the Red Cross. The Red Cross needs YOU—NOW—TO-DAY!

Sign this pledge to-day and mail your membership fee to

**H. D. GIBSON, Treasurer,**  
**THE AMERICAN RED CROSS**  
287 Fourth Ave., New York.

Lane Bryant  
is the largest maker and retailer in the world of maternity apparel and

**MATERNITY CORSET**

is the ONLY one built for the true maternity figure with full support of the pelvis and back. Retains Stylish Figure Preserves Health; Relieves Fatigue supports abdomen and vital organs preventing injury to mother and child.

Phone 6416 Lane Bryant 25 West 10th St.